



Missouri Department of Mental Health Missouri Institute of Mental Health

Substance Abuse Traffic Offenders Program (SATOP)

Brief 8

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Accident Data of SATOP Offender/Clients—Prospective Sample

Accident data were collected on the prospective sample of 1,341 persons for whom data were collected from November 1, 1996 through January 15, 1997. Matches with Highway Patrol accident data (property damage of \$500 or greater) were available for 1,320 of the sample after SATOP attendance and 1,086 before SATOP attendance.

Because SATOP completion dates were not available on all offenders, we divided accident data into three separate time periods based on when data were collected from SATOP programs. We, then, analyzed the data during these three periods. The first was considered the before period, from 11/1/94 to 10/31/96, or two years before SATOP attendance. For this analysis, the pre-SATOP accident information on 1,086 persons was used. The second time period was from 11/1/96 to 1/15/97, the time during which we collected programmatic SATOP data. The third was from 1/16/97 to 4/28/99, or two+ years after SATOP attendance. For the last two analyses, the data set containing the sample of 1,320 persons was used. Finally, we matched persons in the pre-SATOP database with those in the post-SATOP database so that we could make a direct comparison of accident rates across time.

Before SATOP Attendance

There were 294 accidents for 249 persons in the sample of 1,086 for which we had pre-SATOP accident data. Of those, 204 persons had one accident, 38 had two accidents, five had three

accidents, and two had four accidents. This would indicate a rate of almost 23% for this sample.

During Data Collection

Between 11/1/96-1/15/97, there were a total of 21 persons who committed 25 accidents in the larger sample (n=1,320). Seventeen persons had only one accident, three had two accidents and one had three accidents. As noted above, because of missing data, it was difficult to tell whether the accidents committed by these 21 persons occurred before, during or after SATOP attendance.

After SATOP Attendance

During the more than two years since data were collected from persons attending SATOP, 139 persons committed a total of 158 accidents. Of these, 130 had one accident, eight persons had two accidents and one person had three accidents. Of the total sample of 1,320 persons, therefore, 10.5% had accidents.

We examined which SATOP component persons with accidents attended to determine the relative program intensity level. Of the 139 persons, 80 (59.7%) attended an OEP, 45 (33.6%) attended a WIP, and 9 (6.7%) attended a CIP. There were five persons with missing program levels. The percentages of persons with program indicators who had accidents can be compared with the entire prospective SATOP group. Of the 1,242 persons, total with program indicators¹ 54.5% attended OEP, 36.9% attended WIP, and 8.6% attended CIP. A slightly smaller percentage of persons in the accident group attended an OEP than in the



larger sample. One of the persons from this group had an accident resulting in a fatality.

Before and after SATOP Comparison

A total of 31 persons committed 73 accidents both before and after SATOP attendance. Thirty-one persons had at least two accidents, ten persons had three, and one person had four accidents. Of this group, 29 were males and two were females; the average age currently is 36.2 years, with a range between 21 and 69 years. When we examined the program attended, we found that 11 persons (36.7%) attended OEP, 17 (56.6%) attended WIP, and two (6.7%) attended CIP. In the case of the small number of persons with accidents before and after SATOP, the majority, almost 2/3, attended the more intensive WIP or CIP. It should be noted we have tried to eliminate duplication in the database. There may, however, be some

inaccuracy in cases where there was not enough information to delete duplicate records.

Conclusion

We collected accident data for property damage of \$500 or greater over more than five years as one measure of the impact of SATOP attendance. We found that the percentage of persons with accidents fell from almost 23% before SATOP to 10.5% after SATOP attendance. A comparison of the percentage of persons in each program component with accidents after SATOP was similar to all persons attending the program. For the small group of persons with accidents both before and after SATOP (about 2.9%), a larger percentage attended a program of higher intensity level.

¹ Because data have been gathered from different sources using different databases, program data may not be completely accurate. It may, however, serve as a good estimate.

